

Confederation Accomplished

Although the formal admission of British Columbia may not take place before the first day of July next, yet for all practical purposes this Colony may be looked upon as forming a part of the Dominion of Canada. We have, we trust, placed the readers of this journal in a position to form a tolerably intelligent opinion regarding parties and the motives actuating parties in the memorable struggle to which the Government scheme for the admission of British Columbia gave rise in the Canadian Parliament. Viewing the situation after the smoke of battle has cleared away—in that calm which succeeds the storm of party conflict, there are a few reflections to which the occasion naturally gave rise. British Columbia has succeeded in making a good bargain. That such is the case, the terms themselves testify. Any doubt which may have lingered in some minds on that point must have been dispelled by the determined opposition these terms evoked and the hard fought battle by which they were carried. And this leads the mind back over the history of Confederation in this Colony, the reckless haste with which an extreme individual would have precipitated union upon terms immeasurably inferior to the present; the factious opposition offered by the same party to the present terms, and the narrow escape the Colony had from shipwreck when, not many months ago, this same faction came so near inducing the people to break up the treaty which had been negotiated by our Delegates at Ottawa for the professed object of inserting new and impossible conditions. Looking back in the light of the memorable battle recently fought in the House of Commons, one can now more clearly discern the danger to which the Colony was then exposed—the fatal breakers pointed out at the time in these columns, the imminent danger which we may be permitted to think this journal acted no unimportant part in averting. We see now how every little incident was seized upon with the utmost avidity by the Opposition—how a communication in a newspaper, a casual remark made by the Governor with a view to overcome local opposition was turned against us at Ottawa. All this shows how necessary was that caution for which some persons sought to ridicule this journal at the time, and how fatal it might have been had the people permitted themselves to be led away by empty but plausible local issues raised by designing agitators. British Columbia has succeeded in securing excellent terms, terms which many never dreamed of, terms the full value and import of which but few adequately realize even now. To whom are the people of British Columbia indebted for these terms? In the first place they are indebted to Governor Mungrove, and to those members of his Executive who seconded his efforts in framing so good a scheme, especially to those of them who, with so much ability and success, negotiated the treaty at Ottawa. And it is well that the people should think of these things, and be careful not to forget or requite with ingratitude those who have been instrumental in laying the foundation of future prosperity and national greatness. Few Governors would have taken up and carried to such a successful issue the great question of Confederation in so brief a period. Even those few who may still entertain feelings of unfeignedness towards His Excellency must acknowledge the exquisite tact with which the cause was rescued from the hands of impossible factionists, and the skill and loyalty which have characterized the entire negotiations. In the second place, the people of British Columbia are indebted to the Canadian Government. Few administrations would have cared to undertake to carry such a load through Parliament; few could have carried it; fewer still would have taken the trouble and incurred the risk of fighting such a hard battle for a comparative handful of people on the opposite rim of the continent, a people in whose welfare they could not be presumed to have any special interest. The people of British Columbia should not forget such services—what that Cabinet have risked and accomplished in order to place this colony in the proud and advantageous position it is about to occupy. There are two ways in both of which the people can and should repay the great and noble services rendered by that Cabinet. The first, and perhaps the most important, is to make such use of the powers, privileges and advantages incident to the new dispensation as will render this colony the pride and glory of the Dominion and prove that the Cabinet did not overestimate its worth. The second, is to send six representatives to the House of Commons who will be prepared to give a general and generous support to the administration to whom we owe so much—who will be in no danger of falling into the hands of an Opposition who have been found willing to abandon their professed principles and leave British Columbia out in the cold in a disgraceful and most unpatriotic scramble after the money-bags. We have said that British Columbia has succeeded in securing highly advantageous terms. And so it undoubtedly has. Yet we would wish to avoid being misunderstood here. It does not by any means follow that Canada has acquired her Pacific province at a dear rate, on too costly terms. Looking down the vista of futurity, viewing the exceptionally important geographical position of this colony, its broad acres of fertile land, its untold mountains and mines of sleeping wealth which must enrich the ages to come, its monopoly of coal stores—the great political and commercial power of the age—it is magnificent sea-harbor, bounded less ocean wealth, one must be led to believe that no price is being paid for it. Prices, did we say? Can the engagement to construct the railway, that item in the terms beside which all the others dwarf, be regarded

as a price paid for British Columbia? Why, that railway is an essential, vital function of empire. It is in no sense to be regarded as a price or any part of a price paid for the acquisition of British Columbia—the key-stone of the Great British North American Empire. In truth, for the matter of that, there is not a single item in the entire list that can be strictly regarded as in the nature of a price. What are they all but a reasonable, enlightened and just apportionment of that to which British Columbia is fairly entitled in order to enable her to become a prosperous, contented and profitable part of the Confederate empire? Viewed in the narrow light of present population and development, these terms may appear, and doubtless are, extremely liberal. But, when one comes to take a broad statesman-like view, as the Canadian Cabinet have happily been enabled to do, and what the Opposition obviously were unable to do, when one looks at the whole question in the light of the development and westward course of empire of a quarter of a century, or even of a single decade, the terms lose their exceptional character and everything partaking of the idea of bargain and sale completely disappears in the common unification of British North America.

New Advertisements.

The Dust Nuisance
RELIEF! RELIEF!!THE UNDERSIGNED IS PREPARED
TO
WATER THE STREETS OF VICTORIA

Through the Summer Months,

Furnishing a horse, cart, driver and sprinkler for the purpose. He will call TO DAY upon the citizens of Victoria to solicit their subscriptions.

WILLIAM McDOWELL.

Victoria, V. I., April 27, 1871.

ap27

MISSING!

JOSEPH WOLF, AGED 34, WHO LEFT
Maine in 1858. Particulars respecting the said Joseph Wolf will be thankfully received and forwarded to his parents by THE STIPENDIARY MAGISTRATE,

Victoria, Vancouver Island.

April 26th, 1871.

ap27 & W. Guardian and Sentinel copy.

McGINLEY

VARIETY TROUPE OF

Minstrels

Have arrived and will appear at the

THEATRE ROYAL

—ON—

THURSDAY, APRIL 27th

ap27

NOTICE—ROAD TAX. 1871

A COURT OF APPEAL FOR ESQUIMAU

A small district will be held at MONDAY next, May 1,

at 11 o'clock, at the Post Office, Esquimalt Town.

By order,

Collector under Road Ordinance.

WANTED.

A GOOD GENERAL SERVANT.

Apply at this Office.

ap28 & V.

Victoria Fire Department Drill.

FIREMEN ATTENTION—YOU ARE

hereby notified to attend at your respective engine houses on Friday the 28th inst, at 4:30 p.m., for the purpose of drill. By order.

S. H. K.

Chief Engineer V. F. D.

ap28

Amateur Athletic Sports

TO BE HELD AT THE CRICKET

Ground, on the Esquimalt Road, on

MONDAY, 1st OF MAY.

ap28

COMMITTEE:

Lieut. M. T. WRIGHT, R. N.

Lieut. E. S. INNES, R. M. L. I., A. HOME, Esq.

Starter—Lieut. E. S. INNES, R. M. L. I.

Judges—CHIEF JUSTICE BROOK, LIEUT. E. G. ROYCE, R. N.

ap28

The following is the program of events:—

1. 100 yards flat.

2. Blue Jackets and Marines, 200 yards, flat

3. High Jump

4. Quarter mile flat

5. Putting the shot,

6. Long Jump

7. 200 yards hurdle race, 8 flights

8. Throwing the hammer

9. Blue Jackets and Marines—½ mile flat

10. Milk race

11. Sack race

12. 3 legged race

13. 200 yards flat

14. Blue Jackets and Marines, 200 yards hurdle race, 8 flights

15. Consolation Stakes.

Entrance for each race, 50 cents.

ap28

FIRST

Victoria Directory

AND B. C. GUIDE.

IN THE PRESS AND WILL SHORTLY

appear, the above work for 1871, containing, in addition to the usual matter.

Full Lists of every important Settlement

in the Colony.

CORRECTED TILL 1st APRIL.

Advertisements intended for the above or names for insertion, will be in time till 30th Inst. In view of approaching political changes and increased demand for the medium canons be overruled. Subscriptions respectfully solicited.

E. MALLANDAINE.

ap28

Compiler and Publisher.

Notice to Builders.

SEALED TENDERS WILL BE RE-

CEIVED AT MY OFFICE, GOVERNMENT STREET, WHERE THE

PLAN CAN BE SEEN, UNTIL 2 P.M. FRIDAY THE 28th INST, FOR

THE ERECTION OF A BRICK BUILDING NEXT TO WILSON & KICK-

MAN'S STORE, FORT STREET.

RICHARD LEWIS, Architect.

Victoria, April 22, 1871.

ap29

Notice to Builders.

FELL & FINLAYSON

FIRST CLASS

Family Grocers

Tea, Coffee, & Wine

Merchants,

FORT ST. VICTORIA,

BRITISH COLUMBIA.

Our large and varied Stock of Choice

Family Groceries, Tea and Pas-

senger Stores, Housekeep-

ing Goods, &c., &c.,

Cannot be excelled by any other Es-

tablishment.

Our Terms are CASH or Approved

Credit.

AND OUR FACILITIES FOR SUPPLYING

Families, Hotels, Contractors, Farmers and others

with

GOOD ARTICLES AT LOW PRICES

Cannot be excelled. All those who complain of paying

High Prices for Poor Articles are invited to examine our

Goods and Prices.

MINER'S SUPPLIES

Carefully packed to order. Particular attention paid to

SHIP AND NAVY STORES

Our Foreign

WINES AND BRANDIES

Are pure and selected expressly for Family and Medi-

cal purposes.

FINE TEAS

Are among our Specialties.

LARGE Sales and Small Profits. FOR CASH

and we will not be undersold by any other establishment

that no price is being paid for it.

Fell's Coffee

Has stood the test of eight years' trial, and is known

to be equal to no other on this Coast.

FORT RIDGE, March 24, 1871.

ap29

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Are pure and selected expressly for Family and Medi-

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New Advertisements.

A CARD.

DR. MILLS BOWDEN.—THROUGH THE MEDIUM of the Colonist I want to state the very great good that has been done to me by you. One year ago I was unfortunate enough to fall and break my arm, and for a long time I could not use it. I was advised to have an artificial palate, which I did, and it was a great relief until I went to you, when I was supplied with an artificial palate which gave entire satisfaction. I recommend any person similarly affected, or requiring anything in the dental line, to call upon you.

O. HENDER.

The Artificial Palate.—Card from Dr.

Barnard.

KARON COTONER.—To the young and hardly initiated Dentist, I have no doubt the maiden effort of inserting an artificial palate to cover the bony fissure of a case like Mr C. Herber's, might seem like the achievement of some great feat or event; but really it is a very simple thing in itself, requiring little skill on the part of the dentist, and for this reason I have advised to have an artificial palate made, and to have the power of the vocal organs and mouth that what before was sure to escape in an incoherent mass, now assumes some tangible form and can convey to those about him the expression of his wants or the meaning of the sentence he may try to articulate.

MARRIED

On the 20th inst., by the Rev. Dean Ordego James H. Lawson, F.S.A., Hudson Bay Company, Victoria, to Ann Janet, youngest daughter of the late Alexander Macdonald, Esq., of Handsworth, England.

NEWS! NEWS!

The "British Colonist" is the only newspaper published at Victoria that receives the latest Telegraphic Dispatches, as a comparison will prove. Late Telegrams appearing in any other paper are copied without credit 24 hours after they have appeared in the British Colonist. The circulation of the British Colonist being greater than that of any other paper, it offers the best medium to Advertisers.

H. M. S. Boxer, with Capt. Herbert on board, arrived at Esquimalt yesterday evening from Comox (via Nanaimo) after a most pleasant visit to that place. She left Esquimalt last Saturday morning at 8 o'clock, proceeding under easy steam, reached Nanaimo at 4 p.m., and after embarking Capt. Spalding, anchored in Departure Bay at 5 p.m. Left Departure Bay the following morning at 3:15, arriving at Comox at 10 a.m. that day. Shortly afterwards the officers and men wended their way in search of sport with rod and gun, returning at a late hour in the evening loaded with fish and game—one marine having shot a large elk, the head and antlers of which were brought down in the ship. Monday morning at an early hour the men were summoned to target practice, which was most creditable, the target being struck nearly every time; the echoes along the hills lasting several minutes and being truly grand. The remainder of Monday and all Tuesday were passed in sport. It may be worth mentioning that two of the officers killed twenty-one and a half couple of snipe during one day, besides various other birds. Over 700 pounds of trout were caught, the largest weighing 3 pounds, which was taken by an officer belonging to the Scylla. The Indians are located temporarily on the banks of the Courtenay River, planting extensive tracts with potatoes. The ship left Comox on her homeward voyage on Wednesday at 1 a.m., passing the Dawaon Whaling Co.'s station, off which large schools of whales were seen, one of which in its playful gambols struck the ship. Everyone on board was greatly surprised that the shock was scarcely perceptible. Nanaimo was reached at 8 a.m. After landing Capt. Spalding the ship proceeded to the harbor of Sandan, where he embarked Capt. Delcombe, commanding the English Camp, and Lieut. Inman, for Victoria. At Nanaimo the Grappler and Sir James Douglas were coaling. The ship Shooting Star was observed entering the harbor. The H. B. Co.'s steamer Otter was passed at 11 a.m. off Charles' Island.

ANNIVERSARY DINNER.—The Odd Fellows sat down to the Anniversary Dinner at Omneka Hall last evening. The attendance was very large and the enjoyment very great. The dinner was commemorative of the introduction of the Order on the continent of America. About sixty Brethren sat down to the table—Bro. J. D. Robinson, President, and Bro. E. B. Marvin, Vice President. The following toasts were drunk: 1 The Queen and Royal Family; 2 The President of the United States; 3 The Governor and Legislative Council, coupled with the name of Mr. Bunker, who responded. 4 The Mayor and City Council, coupled with the name of ex-Councilor Gowen. Messrs Gowen and Fell replied on behalf of Victoria City Council. 4 The Day we Celebrate, coupled with the name of Bro. Guild. Bro. Guild briefly replied, giving a history of the progress of the Order in this colony. 6 The memory of Thos. Wylday, the Founder of Odd Fellowship in the United States. 7 The Grand Lodge of California, coupled with the name of Bro. Weller. Bro. Weller responded, stating that no District had made more progress than the District of California. 8 Bro. Gowen proposed the health of "Our absent Brethren." Replied to by Bro. Fell. 9 Bro. Mitchell proposed the Sisters of Rebecca. Responded to by Bro. Alex. Davie. 10 The Press—Proposed by Bro. Haywood, responded to by Bro. Theobald.

THE GOVERNMENT SCHEME.—In the Canadian House of Commons, on the 1st inst., Sir George E. Cartier announced that the Government had always contemplated that the Canadian Pacific Railway would be constructed by private companies, and not undertaken as a Government work; and that, on the 4th or 5th the Government would submit to the House the particulars of a scheme for assisting a private company to build the road. The announcement was received with cheers. "Of course it is understood," says an Ottawa contemporary, "from what was stated by members of the Government during the debates on the British Columbia resolution, that the scheme is to grant land and a money bonus, probably fifty millions of acres of land and a bonus of \$10,000 per mile. It is thought that no difficulty will be experienced in getting capitalists to undertake the work upon these terms."

NEW WESTMINSTER ITEMS.—The *Guardian* of yesterday says the oolachans are now in myriads in the river, and that community is blessed with this delicious addition to breakfast every morning. They are larger in size this year than formerly, and appear to be more numerous, if that were possible.... Hon. A. T. Busby has gone to Yale to assume his Ministerial duties. F. G. Claude, Esq., will act as Magistrate at New Westminster during Mr. Busby's absence.... Oysters from Mud Bay have arrived at New Westminster. The editor of the *Guardian* pronounces them very fine.

FROM NEW WESTMINSTER.—The steamer Enterprise, Capt. Swanson, returned from the river yesterday, bringing about twenty passengers, a Cariboo Mail and Barnard's Express. Amongst the passengers were Miss Howes, Capt. Irving, Dr. Featherstone, and Messrs Clark, Newton, Wallace, Armstrong, Evans, Hoskins, Leonard, Toomey, Johnston.

STOCK IN THE UPPER COUNTRY.—On the 17th inst. Messrs Cornwall sold to Messrs Harper a very fine lot of young steers. They were all in wonderfully good condition for the time of the year and looked as sleek and handsome as possible. The cattle generally throughout the Upper Country have wintered remarkably well, and now there is an abundant growth of the rich and nutritious bunch grass.

THE ADMIRALTY.—With one exception the entire personnel of the Admiralty has been changed within the past nine months. Mr. Chidlers, Lord John Hay, Sir Spencer Robinson, Mr. Baxter, Mr. Trevallyan and Mr. Reed have left Whitehall, leaving Vice-Admiral Sir Sydney Davies as the sole representative of the Board as it was constructed when Mr. Gladstone took office.

THE CALIFORNIA.—This propeller will go to Nanaimo to-day to take in coal for Portland.

THE BARK COMET sailed yesterday for Burrard Inlet from San Francisco. See our Exclusive Dispatch.

AT HOME.—There was a very pleasant Home party at Government House last evening.

MR. SANDERS, the Lillooet Magistrate, will visit Big Bend shortly.

DAWN.—Bill, a Soongish Indian, was yesterday fined 5s for being drunk.

NOR DEAD.—Mr. Edward Toomey is not dead, but is lying very ill at San Francisco.

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THAT BOUQUET.—The Ottawa *Free Press* has the following:—Mrs. Tilley was gratified by a delicate compliment on the conclusion of the British Columbia debate, which is really too good to be passed by in silence, especially as the significance of the action, as well as the grace of the hon. gentleman who paid it, were alike noteworthy. On the table of the speaker was a fragrant bouquet of brilliant hued flowers. A pretty little page was standing near. The last vote had been counted on the resolutions, and the Government declared sustained. Sir G. E. Cartier advanced to the speaker's private table and apparently whispered a few words to the hon. gentleman, who smiled and immediately handed the bouquet to Sir George who directed the page to carry it to Mrs. Tilley with his respectful compliments. Those who do not perceive the full significance of this compliment, so characteristic of the gallantry of the French Canadian gentleman, may be told that it is generally understood that the Hon. Mr. Tilley will be the Lieutenant Governor of British Columbia.

THE ROAD STEAMERS.—Barbado and Beedy's road steamer returned to Yale on Saturday to procure another wagon with 9000 lbs of additional freight, leaving two wagons with 18,000 lbs at the 10-mile house. A slight defect was repaired on Monday and the steamer started out again on Tuesday. One road steamer will draw as much as forty horses. Encouraged by the success of the first, the firm have got two more steamers ready for the road.

ST. JOHN'S CHURCH.—At a meeting of the pewholders of St. John's Church, held yesterday, J. B. Mathews, Esq. M. D., and J. H. Turner, Esq., were elected Wardens; and Messrs R. Finlayson, W. F. Tolmie, C. W. R. Thomson, Edgar Marvin, A. Rocke Robertson, John Ash, M. D., M. W. Watt, Robert Beaven, Henry Rhodes, Esq., and Capt. Wm. Clarke Church Committee.

MISSING MEN.—Bartolo Delorey left Lillooet on Thursday last on Mr. Tyron's horse for Lytton. He reached Robert's farm, 25 miles below Lillooet, the same evening, since when nothing has been heard of him.... Information is wanted by the Stipendiary Magistrate of the whereabouts of Joseph Wolf, who left Mainz in 1858.

THE H. B. CO.'S LIVE STOCK.—Messrs J. G. Norris and George Leggett have purchased from Mr. Ovid Attard, in charge of the H. B. Company's farm at Langley, the live stock at the following rates: 70 cows at \$40 each, 67 yearlings at \$18, 21 steers at \$23, 13 boifers at \$25, 4 steers at \$28. The stock will be placed on the farms of the purchasers on the Lower Fraser.

STREET SPINKLING.—Mr. William McDowell will wait on the citizens to-day to receive their subscriptions towards defraying the expense of maintaining a water-car and spinkler upon the public streets during the summer months. It is proposed to draw water from the harbor at the foot of Johnson street. The project deserves encouragement.

THE BALL.—A committee meeting of the McClure-street Dancing Academy was held last night, when it was stated that nearly all the tickets were sold. Parties wishing to be in attendance at the ball had better purchase their tickets in time.

MRS. FAIR FOUND GUILTY.—The notorious Mrs. Fair, who murdered Crittenden, was found guilty last night of murder in the first degree. The jury were only out 40 minutes. See our Exclusive Dispatch.

DISPATCH LINE.—Our Exclusive San Francisco Dispatch announces the sailing yesterday of the schooner Staghound of the Dispatch Line for Victoria. She will come consigned to Mr. C. T. Millard.

THE SUNNYSIDE.—Mrs. McDonell has opened a spacious restaurant to the Sunnyside Lunch room and is now fully prepared to supply meals at all hours to an unlimited number of guests.

The barkentine Lulu, Capt. Knowles, laden with lumber from Moody & Co.'s mills and bound for Shanghai, anchored in the outer harbor yesterday.

THE PRINCE ALFRED.—No telegraphic advice as to the sailing of this steamer from San Francisco for Victoria have been received here.

LILLOOET.—The farmers of Lillooet District have all their need in. A great deal of wheat has been sowed. Trains are continually leaving Lillooet for Cariboo and Omineca.

AGAIN RUNNING.—The steamer Hope having repaired damages, started yesterday morning from New Westminster with passengers and freight for Yale.

THE OTTER, with forty passengers for Skeenamouth and a large freight, sailed yesterday morning.

SEVERAL unsafe sidewalks are being repaired under the supervision of the Corporation.

ANOTHER Australian steamship—the Queen of the Thames—has gone down, and the loss of life has been fearful. Particulars are wanting.

WHISKEY.—O. Montgomery, from remand since the 24th, was brought up for examination and again remanded for one day.

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Canadian Pacific Railway.

SPIRIT OF THE CANADIAN PRESS.

Having given as full a summary of the debate in the Canadian Commons on the terms of union as the limited space at our disposal appeared to warrant, it is proposed to give what may be termed the spirit of the Canadian Press upon the grand theme of debate—the Canadian Pacific Railway. We will commence with extracts from the *Hamilton Spectator*, a moderate, but highly influential member of the Ministerial section of the Ontario Press. The article from which we quote appeared in the issue of the 5th inst.:

"It is a curious spectacle to see the so-called Reform party—the party of progressive tendencies—hanging on to the skirts of the 'old logies' to prevent them from going on too rapidly with the work of developing the country and consolidating the Dominion. British Columbia wants admission as a member of the Confederation, and in doing so asks what everyone knew she would ask, and what everyone, a few months ago, was prepared to agree to, that a railway be constructed on British territory connecting the seaboard of the Pacific with the railway system of Canada. Now that the desire of British Columbia has been virtually acceded to by the Dominion Parliament, the 'party of progress,' set up a dismal bowl that the country is about to be ruined. Mr. McKenzie sees bankruptcy in the scheme, and Mr. Anglin—with whom, if he is not much belied, the wish is father to the thought—sees annexation as the probable result of it. While our neighbors of the United States, with a heavy war debt on their shoulders, recognize the demands of the age by constructing railways at the rate of six to eight thousand miles a year, our party of progress stand aghast—or effect to do so—at the proposal that we should construct some two thousand five hundred miles in ten years. We know that the obvious answer to this is that the United States have a population of forty millions, and we have but four millions, but in the potential resources which must be largely concerned in the construction of a Pacific Railway, the disparity between us is not nearly so great as these figures at first sight would indicate. We, too, have lands of almost boundless extent, rich in fertility and in mineral resources, a portion of which can be used in no better way than in securing this necessary national highway. What value are these lands to us at present? To what homes do the broad acres of the 'fertile belt' bring the comforts of life under present circumstances, and what value will they ever be while they are shut out from the rest of the world through want of communication? It is true that this country was largely settled without the assistance of railways; but that era is past. The iron horse is now the true pioneer of extending civilization, and if we shrink from the task of sending him on his mission, men of greater enterprise and courage will do it instead, and to them will accrue the honor and the profit."

A proposal to increase the debt of this country by a hundred million of dollars, would, no doubt, be one calling for careful consideration, but that is not the proposal of the Government, that is the estimated cost of the railway, and even if it were to be paid for in hard cash the whole burden of the debt would not rest upon us until the expiration of ten years. Ten years hence, with British Columbia added to the Confederation, with a railway spanning the Continent, with the immense influx of settlers which that railway cannot fail to bring the burden of even a hundred million of dollars of public debt would be a very different thing from what it is to-day. The difference between our Customs and Excise revenue ten years ago and to-day would alone more than pay the interest on the whole of the sum necessary to construct the Pacific Railway, and it will scarcely be contended that our fiscal burdens are greater to-day—in proportion to our ability to bear them—than they were then, nor that the increase for the next ten years will be greater than for the past ten. The weight with which a national debt presses upon the industry of a country greatly depends upon how it has been expended.

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